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of their peoples, will but be a menace to Great Britain in the event of a general European war. In the very greatness of the British Empire of today lies its weakness.

Therefore, when it is learned that the aggregate increase in naval and military expenditures in Great Britain for the past few years has been \$10,000,000,000, and that the principal lesson of the war in South Africa is that the British Empire is not worth what it has cost the British taxpayer, it is not at all strange that the latter should incline to consider the situation. He is paying for glory, and receiving more or less humiliation. He is paying for national greatness and establishing conditions that make for national weakness. He does not wish to be compelled to spend money on his own, but the Chamberlain of England is bent on doing so, and the Chamberlain of England is bent on doing so, and the Chamberlain of England is bent on doing so.

FACTS IN THE CASE.

In that chapter of his "Facts for Taxpayers" which deals with the assessments of real and personal property and of railroad property in Missouri, the facts and figures being compiled from the official records at Jefferson City, Mr. Allen V. Allen very clearly shows the Republican charges of Democratic discrimination against the farmers and in favor of the railroads.

The "Facts and Figures" in the "Facts for Taxpayers" is the effect of the railroad property of the Democratic administration at St. Louis, less per mile in 1895 than it was in 1894. The Democratic administration in 1895. This same Democratic administration increased the taxes of the farmers of the State by raising their assessments from \$1.00 per acre in 1894 to \$1.50 in 1895, or 50 per cent. This charge Mr. Allen shows to be false.

After having demonstrated in tabular statements the enormous increase in the taxes of the farmers of the State by the Republican administration, Mr. Allen in a simple and plain exhibit presents the facts as they really are. Taking the item of the only tax comparison, and properly using the assessments of 1894, the first year in which railroad property was assessed by the State under the law as it now exists, he makes the following comparison showing:

Year	Assessment	Per Cent
1894	\$4,000,000	100
1895	\$4,200,000	105
1896	\$4,400,000	110
1897	\$4,600,000	115
1898	\$4,800,000	120
1899	\$5,000,000	125
1900	\$5,200,000	130
1901	\$5,400,000	135
1902	\$5,600,000	140
1903	\$5,800,000	145
1904	\$6,000,000	150
1905	\$6,200,000	155
1906	\$6,400,000	160
1907	\$6,600,000	165
1908	\$6,800,000	170
1909	\$7,000,000	175
1910	\$7,200,000	180
1911	\$7,400,000	185
1912	\$7,600,000	190
1913	\$7,800,000	195
1914	\$8,000,000	200
1915	\$8,200,000	205
1916	\$8,400,000	210
1917	\$8,600,000	215
1918	\$8,800,000	220
1919	\$9,000,000	225
1920	\$9,200,000	230
1921	\$9,400,000	235
1922	\$9,600,000	240
1923	\$9,800,000	245
1924	\$10,000,000	250

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1898	\$4,800,000	120
1899	\$5,000,000	125
1900	\$5,200,000	130
1901	\$5,400,000	135
1902	\$5,600,000	140
1903	\$5,800,000	145
1904	\$6,000,000	150
1905	\$6,200,000	155
1906	\$6,400,000	160
1907	\$6,600,000	165
1908	\$6,800,000	170
1909	\$7,000,000	175
1910	\$7,200,000	180
1911	\$7,400,000	185
1912	\$7,600,000	190
1913	\$7,800,000	195
1914	\$8,000,000	200
1915	\$8,200,000	205
1916	\$8,400,000	210
1917	\$8,600,000	215
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In this report of a Republican legislative committee, representing the Republican party in Missouri, made to Republican Lieutenant Governor Starnard, appears the following: "Under the present system, the Mayor, when duly qualified, is 'ex-officio' a member and President of the Board; the other members are nominated by the Governor